

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 11 APR 1944)

Date of writing Report 6.4.1944 When handed in at Local Office 6.4.1944 Port of HULL.

Survey held at HULL Date First Survey 23.3.44 Last Survey 4.4.1944 (No. of Visits 3)

on the Machinery of the Wood, Iron or Steel "FORT YALE" Year. Month.

Gross 7134 Vessel built at Vancouver B.C. By whom Burrard D.D. Co. Ltd. When 1942 12

Net 4244 Engines made at Montreal By whom Dominion Engineering Works Ltd. When 1942 12

Boilers, when made (Main) 1942 (Donkey)

Owners Ministry of War Transport on bareboat charter from W.S.A. Owners' Address -

Managers Charlton, McAllum & Co. Ltd. Port London Voyage -

If Surveyed Afloat or in Dry Dock King Geo. Dk. & D. Dk. Particulars of Classification which must be inserted precisely as in Register Book & Supplements.

Report No. Port

Particulars of Examination and Repairs (if any) Docking

Special Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

Where cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined.

Has a damage report made by anyone else? If so, by whom? No

Has the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? No

Donkey " " " " state for what reasons. B.S. not due What parts of the Boilers could not be thus thoroughly examined?

Special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? Present condition of funnel good

Latest date of internal examination of each boiler To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine the Safety Valves of the Main Boilers? To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine the Safety Valves of the Donkey Boilers? To what pressure were they afterwards adjusted under steam?

Has the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Has the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boilers?

Has the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boilers?

Has the screw shaft now been drawn and examined? No Has it a continuous liner? Is an approved oil retaining appliance fitted at the after end?

Has the shaft now been changed? If so, state reasons. Has the shaft now fitted been previously used? Has it a continuous liner?

Is an approved oil retaining appliance fitted at the after end? State date of examination of Screw Shaft. State the wear down in the bush 5/64" Is electric light and/or power fitted? If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses?

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? Engine parts, when referred to by numbers, should be counted from forward.

Is the survey not complete, state what arrangements have been made for its completion and what remains to be done. Complete

NOW DONE:- Vessel placed in dry dock. Propeller, stern bush, outside fastenings examined and found in good condition. Bush wear down 5/64".

London Letter Ref. M. 21.3.44. (Bronze Propeller. No aperture zinc protectors. Bottom coated 3,43" International "A.C. & A.F.")

NOW FOUND:- Propeller clean, slight shell on boss only, Bottom and rudder uniformly and heavily shell encrusted. Paint beneath in good condition. No shell pitting observed around vicinity of propeller aperture or on blades. Exposed surfaces of stern frame normal. No pitting. Bottom now recoated "International" A.C. & A.F. In way of aperture "Galvex".

General Observations, Opinion, and Recommendation: (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, BS 9,11, B&MS 9,11 or LMC 140 lb., FD, &c.)

Eligible in my opinion to remain as classed with fresh record of survey.

Fee (per Section 29) £ : : Fees applied for 19

Damage or Repair Fee (if any) (per Section 29.) £ : : Received by me, 19

Printing expenses (if chargeable) £ : : Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 21 APR 1944

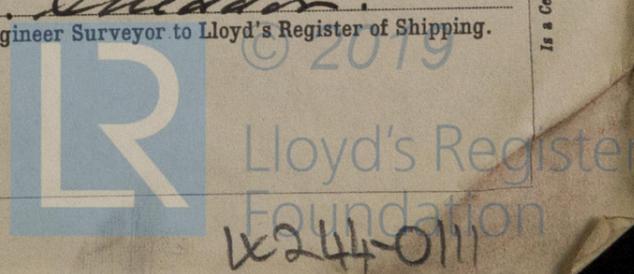
Signature of Surveyor

Signature of Superintendent

If Stockists, state Mechanical Test. THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Insert Character of Ship and Machinery precisely as in the Register Book.

Is a Certificate required? If so, to be sent to



W244-0111

